

# HE GOT HIS ONE BEAR

But They Did Say the Snarly Animal Intended to Commit Suicide, Because He Carried Rope on His Neck

If the young chap hadn't been so cocky-like, an' so sneery at us, an' so conceited of hisself," said the man from the Knob country, "tain't no way likely that they'd 'a' socked it to him so hefty."

"I come all the way out here," says he, "fer to git a b'ar, an' from the looks o' the woods I'm glad that I only come to git jest one, fer it don't look to me as if there was room in 'em fer morn' one," says he. "I'm glad I only come to git jest one," says he.

"Now that sorry stuck in our crops, fer I knowed where there was two o' sockers layin' low, an' Sile had a couple marked down fer future reference, an' Eli's Sam knowed where he could go an' gather in a slammmin' ol' he feller, to say nothin' o' them that Rube an' Jehiel an' some others o' us only had to go out arter whenever they wanted some fun with b'ar."

"But we didn't say nothin'. We jest let that smarty o' a young chap strut an' show hisself off. He didn't even want no one to go along with him to the woods to put him on the track o' the one b'ar that he wanted."

"I been in a good deal bigger woods in these," he says, "an' wa'n't skeert by o'wls," he says.

"He started out with his yaller leggings an' his yaller coat, all full o' pockets an' straps an' belts, an' his shiny gun. He hadn't been gone long 'fore Sile he sauntered out with his gun an' his dog Tige. Sile has got big teeth an' a sharp nose, an' a shinin' eye, an' he's jest about the fiercest lookin' feller citizen there is in the Knob country. But, truth o', the matter is, he ain't no fiercer than a cotton-tail rabbit."

"He looks fierce, though, an' no mistake, an' if you'd happen to meet him in the woods an' didn't know him you'd sorry wish he'd go away, or that you was some o' hisen. An' Sile's dog Tige ain't no fiercer than Sile, though he looks jest exactly as fierce. Jehiel an' Eli's Sam an' Rube an' some more o' 'em was there when Sile an' Tige went out, an' from the way they grinned I says to myself that I'd bet a hoss that somethin' was up."

"I guess it wasn't morn' two hours arter the smarty chap went out to git his b'ar when he kin in, an' he was lookin' all worked up an' out o' sorts. Rube, jest as if he was excited all the way from his boots up, says to him:

"I feel it in my bones," says he, "that you run up ag'in two b'ars, killed one on 'em, an' t'other un wouldn't let you fetch it in!" says Rube. An' o' course, not wantin' but one, you—

"Bars," the young chap cut in onto Rube. "There ain't no b'ar in this here piece o' woods o' your'n, so far as I could disiver," says he. "But I run ag'in somethin' worse than all the b'ar them woods could hold! I run up ag'in the cut throat, inest lookin' bushwhacker that was ever let to be outen jail, an' with a dog as ugly an' fierce lookin' as hisself, an' the two on 'em highway robbed me!" says the young chap.

"They held me up with force o' arms,

an' mowt jest as well 'a' said, "Your money or your life!" fer they made me give 'em \$2 fer these here two birds, not either on 'em as big as a banty chicken!" I been highway robbed," says he, an' I demand a pogy to go an' run the highway robbers down!" says he.

"He produced the two birds, which was a pair o' pheasants, an' Rube an' the rest on 'em was grinnin'."

"I'd 'a' won my bet," says I to myself. "Fer somethin' was up, sure enough. It was Sile an' his dog Tige."

"Eli's Sam, bein' constable, took a look at the birds."

"As to your bein' highway robbed," says he to the young chap, "that's a reflection on the feller citizens o' the Knob country that won't hardly go down," says he, "but there ain't no doubt about your havin' these here birds in your possession an' it's ag'in the statutes in setch case made an' pervided."

"The law ain't up on pheasants yit," says Eli's Sam, "an' you're a violator an' trespasser ag'in it fer havin' these here two in your possession. An', by hokey!" says he, "they've been snared! This is serious! I'm sorry, sonny," says he, "but I got to do my duty, an' I got to take you in fer breakin' the game law o' the Commonwealth o' Pennsylvania!" says he.

"An' they took the young chap up afore the Squire, an' the Squire fined him somethin' like \$25 or setch fer havin' them snared pheasants in his possession ag'in the law."

"I guess mebbe arter a while they'd 'a' had the fine remitted, seen' as they'd got their little fun outen cuttin' the smarty young chap's comb down some, if he hadn't strutted consider'ble yit, an' kep' a-runnin' down them woods o' ourn; so they let the young chap sweat. He was gittin' ready to shake the dust o' the Knob country off his feet, as he put it, when Jehiel he edged around an' got to talkin' to him."

"Seems to me," says Jehiel to him, "that it's too bad fer you to go 'way without gittin' that b'ar you come up fer to git," says Jehiel.

"Bars!" says the young chap, sneerin' more'n ever. "There ain't a b'ar in your hull blame grove!" says he.

"Why, there's cords on 'em!" says Jehiel. "But it's a heap o' trouble to rout 'em an' feller 'em till you git a shot. Take you days an' days. But I kin git you a shot at one to-morrow, inside of an hour, an' a killin' shot at that," says Jehiel.

"You kin?" says the young chap, cheerin' up, but lookin' as if he thought he wouldn't make no mistake if he said that Jehiel was a liar, "cept as it mowt be to his own personal comfort."

"I kin," says Jehiel. "An' all it'll cost you'll be \$15. A big, fat b'ar with a coat on him that's worth \$30 of any man's money," says he.

"The young chap seemin' to eb willin' to invest, Jehiel confided to him that he had the b'ar in his barn that very minute an' that next day fer \$15 he would take the b'ar on the sly to a sartin place in the woods an' tie him to a tree with a rope."

"Then," says Jehiel, "you kin happen

with your gun, shoot your b'ar, an' come back here fer help to lug him in," says Jehiel, "an' turn the tables on these folks that thinks you don't know how to hunt b'ar," says Jehiel.

"The young chap made the bargain

"Next day 'long in the forenoon he went out with his gun. He met Jehiel a mile out in the woods an' Jehiel steered him to where he had tied his tame b'ar, a mile furdur in. The young chap paid Jehiel the \$15 an' Jehiel says to him that he better wait half an hour or so 'fore he shot the b'ar till Jehiel could git outen the woods, 'cause somebody mowt happen to see him there an' suspicion the deal."

"So the young chap waited, quite a good ways from the b'ar, which acted ugly an' yanked at the rope an' snarled at the stranger, who got nervouse an' nervouse, till by an' by he couldn't wait no longer an' he hauled up an' blazed away at the b'ar."

"The b'ar give a jump an' away he



Lunch While the Sap is Boiling

Notes by Underwood & Underwood

with Jehiel. Jehiel went home an' the young chap surprised folks by sayin' that he had made up his mind to stay over another day.

"I kin here to git a b'ar," says he, "struttin' ag'in, an' if there's one in this piece o' what you call woods I'll knock him over to-morrow," says he, an' we all says, "Bully fer him!"

went with somethin' like four foot o' rope hangin' from his neck, an' was outen sight 'fore the young chap could think to fire at him ag'in. He follered along arter the b'ar, though, till he see there wa'n't no use an' he give it up an' kin in. He was consider'ble rumped an' dug up by briars an' brush an' he looked sick o' b'ar huntin'."

"There's a b'ar in them woods," says he, "an' I got a shot at it, but it got away, an' I'm willin' to let it go," says he.

"He had got all ready to start fer the Eddy to git the cars for home, when who should come in but Rube."

"I was out to-day," says he, keerpless-like, "an' got as nice a one as I've seen in a long time," says he. "You orto have it to take along home with you," says he to the young chap.

"Orto have what?" says the young chap, snappin' like.

"The big, fat b'ar I killed to-day," says Rube.

"The young chap didn't say nothin' fer a spell, an' then he says:

"How much do you want fer it?" says he.

"Bars like that un," says Rube, "is fetchin' \$25. It's wuth \$30, but I'll take \$25," says he. "Here comes my two boys now, shakin' it in on the stun drag," says he.

"So Rube's two boys was, sure enough, an' the b'ar was a nice, fat, slick an' glossy un, sartin as sap."

"Well," says the young chap, "I kin here to git a b'ar, an' if I don't take this un I'll hef to go back skunked," says he, an' he paid Rube \$25 an' owned the b'ar."

"As Rube rolled it off the stun drag an' it was h'isted into the young chap's wagon, Rube says:

"There was a funny thing about this b'ar," says he. "It was goin' to commit suicide," says he; an' o' course we all snickered an' hoored."

"Then what did he hev that rope round his neck fer, I'd like to know?" says Rube. "The b'ar had a rope round his neck when I run ag'in him, an' he acted e'zactly as if he was lookin' fer a good place to string hisself up as I socked him with both bar's an' gathered him in," says Rube.

"He'd heard I was in the woods, I s'pose, an' knowed he mowt make 'way with hisself as to hev me do it fer him," says Rube, an' though he give the young chap a smile as cheerin' as flowers in May, the young feller jumped in his wagon, give the b'ar a couple o' kicks that would 'nough to send it to b'ar heaven if it hadn't been sent there already, an' away him an' the b'ar went fer the Eddy, without as much as sayin' good-by to any of us."

**SEEKS CURIOUS NAMES**

The more unusual the name the more valuable the signature. This is the latest development of the autograph collecting fad. No matter how celebrated a particular Smith or Jones may be, his autograph counts for little as compared with that of some humble person of extraordinary name.

To make a collection of these curious signatures of value the address and date must be written on the card with the autograph. Without these vouchers no one could be blamed for doubting the authenticity of some of the signatures in the type of autograph. For instance, who would believe the name "Turnipseed" ever existed unless Mr. Turnipseed's address was plainly given as a voucher? Mr. Turnipseed's identity would seem equally impossible and Mr. Twelvetre's would be hardly less probable.

A collector of curious autographs once he is on the track of a person with an extraordinary name loses no time in bagging his prey. The rare specimen might leave his present address and this valuable addition to a collection be lost. So the collector needs a neatly worded note, including a blank card which fits neatly into an addressed and stamped envelope. He begs the favor of the autograph and suggests that it be written as legibly as possible.

# RULE URGES "SAFETY"

Biggest Railroad Companies Unite in Pushing Movement to Lessen Danger to Travelling Public and Property

WITH the killing of one passenger and the serious injury of more than a dozen others on the Third Avenue elevated road near Thirty-fourth street a few days ago an object lesson was given of the

man declares that, broadly speaking, every preventable accident on and about a railroad is a result of one of three causes or a combination of the three, namely:

Defective or improper condition of track, roadway structures, equipment,

from one extreme of weather, unforeseeable emergencies, &c., the personal responsibility of the human unit is a matter of absolutely prime importance.

"It is almost puerile to ask, as is sometimes done by uninformed persons, whether after long years of railroad experience it has not been found practicable to formulate a code covering all possible conditions with which men should familiarize themselves so as to act according to rule with respect to meeting every emergency. Not only are emergencies too great in variety, but they often occur too suddenly to permit of a man stopping to think of a rule, and hence he must act upon what we may call his developed 'railroad sense.' It is this development of 'railroad sense' which gives operating managers as much concern as anything they have to deal with, particularly as so much depends on whether the particular subject has in him the possibilities of such development."

"Trainmasters, yardmasters and others in authority are constantly weeding out of the service men who find are not possessed of the instinct of caution. This weeding out process, it must be confessed, is seriously interfered with by the solidarity of the men themselves and the disposition on their part to hold together and resist disciplinary measures of this character, but progress has been made along this line ever since the railroad business began, and has been spurred forward recently by the awakened public appreciation of the necessity for greater improvement."

"I know from personal experience and a somewhat wide observation that, broadly speaking, it has been a universal rule that railroad men in high positions have always felt a very heavy sense of personal responsibility not only to passengers but also to employees. Instances come to my mind where men have broken down in health solely by reason of nervous tension resulting from this cause alone."

"More recently the effort to improve conditions of safety has taken on the most excellent form of special meetings periodically held between the men themselves and between the men and their superior officers for the purpose of concentrating upon the idea of 'safety first.' This is the battle cry of railroads, and the effect of it



Gathering the Sap

PRIMITIVE WAY OF MAKING MAPLE SUGAR IN NEW ENGLAND

value of the "safety first" movement, which has been taken up by the Delaware, Lackawanna and Western, Baltimore and Ohio, Pennsylvania, New York Central, Chesapeake and Ohio, Southern and many other important railroads.

The accident, it has been charged, was due to the fact that the motorman in charge of the second train was not looking ahead, as he should have been doing. This it true affords an excellent illustration of the statement made by railroad officials that no matter how excellent may be the equipment of a train or the mechanical and other devices installed for the purpose of safeguarding the line against accidents, unless the man directly on the job, be he engineer, motorman, conductor, flagman, signalman or brakeman, attends strictly and constantly to his duties and has his mind at all times on what he is doing accidents are likely to happen.

"The 'safety first' movement is not in itself new with railroads. It has been estimated that 90 per cent. of all accidents taking place on railroads in the United States come within the avoidable class. Realizing this condition railroad managers are constantly seeking to impress upon their employees the urgent need for the exercise of care and caution in the operation of trains. With the coming of the new year impetus has been given to the movement to impress upon railroad employees directly charged with the operation of trains that eternal vigilance is the price of safety."

Germany has produced statistics showing that of the claims paid under the workmen's insurance act 58 per cent. the result of accidents due to carelessness, while 42 per cent. were chargeable to the natural risks of employment. As against this there is the showing that in the United States 90 per cent. of accidents on railroads are due to carelessness.

One well known New York railroad

machinery, tools or appliances. Improper method of work or operation. Failure of employees to use necessary care and diligence.

The solution of the vital problem, the prevention of accidents, this official asserts, rests entirely upon the efforts of the employees of the roads. To bring this about earnest and harmonious cooperation is essential. The concerted, systematic safety movement urged by every railroad of importance in the country is a big and common interest, knitting employers and employees more closely together and making them a more compact and useful industrial unit than they have ever been before.

George A. Cullen, passenger traffic manager of the Delaware, Lackawanna and Western Railroad, has original and interesting views on the "safety first" question.

"The question has been asked whether it is not true that the way to insure greater safety of passengers on railroad trains lies in developing and increasing the feeling of moral responsibility on the part of railroad employees," said Mr. Cullen. "It would be narrow to say that this is 'the way,' as though it were the only way."

"Experience has shown, as has been amply demonstrated, that there are many mechanical means for insuring safety, notably the improved and highly developed air brake, the automatic block signal system and others of like nature, all of which are and have for a long time been in use on the Lackawanna railroad as well as on other leading roads. No relaxation of effort on the part of responsible railroad managers should be thought of in developing and applying these mechanical safeguards."

"But after all is said, however, every practical railroad man knows and has known for years that in a business conducted over large areas, as is that of railroading, and under conditions varying

is that men in critical moments, by the power of this suggestion, are acting automatically, as it might be expressed, on the side of safety rather than upon that of taking chances.

"Everything in the operation of a railroad is becoming subordinated to that idea. This, perhaps, is the new feature of the movement. Safety has always been an important consideration; it is now made the chief, and while accidents on railroads, as elsewhere, always have and always will occur until such time as human nature becomes infallible, yet the facts fully show that as years go by the accidents to individual railroad employees and to passengers are on the whole decreasing, taking into consideration the increasing volume of traffic each year and the greater extent of railroad operation."

"After all, it is only the idealist who cozens himself with the delusion that accidents on railroads, like those elsewhere on land or those on water, will in time entirely cease. Sensible, practical persons are convinced that however greatly such a condition may be wished for it will never arrive until nature is free of the tendency to err, whether it be in the operation of railroads or something else."

"It is true, however, as statistics clearly prove, that with the progress of time, the increase of inventions and, what is of far greater importance, the increase of the sense of moral responsibility on the part of individuals, such as railroads are constantly endeavoring to inculcate in the minds of their employees, railroad accidents have decreased and will continue to decrease. This is due to the constantly growing willingness on the part of railroad employees to cooperate with their employers in every effort not only to diminish the risk of accident to the passenger public but to themselves individually. They realize that carelessness never won promotion and equally that good health is better than riches, for money cannot buy back life, limb or health once it is lost."

"Hence, 'safety first.'"

## GREETINGS ON THE OTHER SIDE OF THE STYX



"When I get to Heaven, professor, I am going to ask Shakespeare if he really wrote those plays."

"Maybe he won't be there."

"Then you ask him."

Reproduced from the London Sketch.